TRANSPORTATION

2015-16 Business Plan

1. DEPARTMENTAL OVERVIEW

MISSION

The Department of Transportation's mission is to provide for the safe, secure, accessible, and reliable movement of people and goods to serve the social and economic needs and aspirations of the people of the Northwest Territories.

GOALS

1. The NWT transportation system continues to improve.
2. The NWT has an ongoing high level of Northern business and employment opportunities in the public and private transportation sectors.
3. The NWT has a safe and secure transportation system in all modes.
4. The department has a high performance workplace that is adaptable, effective, efficient, and innovative in delivering programs and services.
5. The department will continue to ensure that the high quality of the NWT environment is maintained.
6. The department supports local transportation infrastructure.

OPERATING ENVIRONMENT

Focusing Investments

Demand from industry and the public is increasing for new roads, improved all weather and winter roads, and airport runway extensions to support development, inter-community travel, and a reduced cost of living in communities across the NWT. In recent years, the federal government allocated a large amount of infrastructure funding under various programs including the Canadian Strategic Investment Fund and the Building Canada Plan. The GNWT also invested in transportation infrastructure through the Reducing the Cost of Living Strategic Initiative. As these programs sunset, the department must explore new partnership opportunities and financing alternatives for capital project delivery. The federal government's new Building Canada Plan presents an opportunity to continue ongoing system wide improvements.

Sustaining an Under-Developed and Aging Transportation System

The department is challenged by the need to upgrade substandard transportation infrastructure and to rehabilitate and replace aging infrastructure with limited resources. Much of the existing NWT infrastructure was built to the standards that are no longer current and now require extensive investments to maintain operability and reliability. Major culverts, bridge structures, airfield lighting systems and maintenance and air terminal buildings are reaching the end of their lifecycles and must be rehabilitated or replaced. Investments are also required to replace chipsealed sections of highways and airport surfaces that have reached the end of their service lives. Chipsealed surfaces that are not resurfaced must be returned to gravel to maintain safety. The department is working to ensure an appropriate level of investment is directed to upgrading and rehabilitating the transportation system and maintaining existing assets.

Expanding the System to Connect Communities and Enable Development

Expansion of the NWT transportation system will facilitate economic diversification and improve the quality of life for residents who will gain increased access to essential services, economic opportunities, mobility, and a reduced cost of living. The NWT's vast mineral potential alone is consistently ranked by mining companies surveyed by the Fraser Institute as one of the highest in North America, yet the NWT continues to have insufficient infrastructure required to achieve its full potential. With the GNWT now receiving resource revenues following devolution, pressure will increase from industry to expand the system, strengthen intermodal capabilities and develop serviced land at airports to unlock that potential. The GNWT is examining processes to make sound investment decisions related to investments to promote development.

Accommodating Increasing Regulatory Requirements

The department is subject to increasing regulatory requirements aimed at protecting the environment and ensuring public safety within the transportation system. In addition to territorial standards, the department must comply with federal transportation safety, security, and environmental regulations. These regulations add increased monitoring and reporting responsibilities to staff workloads, driving the need for additional resources to meet required efforts. With large capital projects underway, such as the Inuvik to Tuktoyaktuk Highway, the structure of the department has re-organized to accommodate the human resources required to ensure ongoing regulatory compliance and reporting. . Similarly, new approaches to regulatory compliance have resulted in organizational and cultural changes within the Department with a focus on continuous improvement.

Adapting to Climate Change

Over the past 20 years, the trend to warmer than normal temperatures has delayed the opening of ice bridges, reduced the operating window of the winter road system, increased O&M costs, increased the use of consumables such as sand, salt, and runway chemicals, and has led to increased variability and unreliability within the transportation system. Permafrost degradation increases O&M costs and accelerates the need for capital rehabilitation. Pressure is increasing to adapt to the effects of climate change by improving surface and drainage conditions on highways and airport runways, realigning winter roads to overland right-of-ways, building permanent bridges to extend and stabilize the winter road seasons and investing in new visual and navigational aids and technologies at airports. The department has completed a climate change adaptation plan and continues to advance research and development to improve our operations and construction techniques.

Addressing Human Resource Pressures

A healthy, productive, and sustainable workforce is essential to meet the department goals and objectives. Age-related attrition is a significant challenge for the department with 43 percent of the current workforce over the age of fifty. Twenty-nine percent of the department staff is eligible to change due to age-related attrition within the next four years. This is especially critical when examining the workforce by the type of position. Between 38 and 45 percent of middle and senior managers, engineers, technologists, and service personnel are eligible to

retire within the next ten years. The department has taken advantage of GNWT Aboriginal Managers Program, Leadership Development Training, Transfer Assignments and Associate Director/Manager Program to help address human resource succession planning and attract and retain staff.

2. RESOURCE SUMMARY

Departmental Summary

	(thousands of dollars)			
	Proposed 2015-16 Main Estimates	2014-15 Revised Estimates	2014-15 Main Estimates	2013-14 Actuals
Operations Expenses by Activity				
Corporate Services	10,965	11,286	11,017	10,194
Marine	6,787	7,233	7,233	8,120
Highways	67,084	69,047	68,961	65,764
Airports	27,833	32,187	32,190	29,617
Road Licensing & Safety	5,696	5,749	5,752	5,535
Community Access Program	908	1,008	1,008	891
Total Operations Expenses by Activity	**119,273**	**126,510**	**126,161**	**120,121**
Operations Expenses by Object				
Compensation and benefits	37,646	36,517	36,422	35,554
Grants and Contributions	1,100	1,210	1,210	1,150
Other	42,748	45,103	44,849	44,425
Amortization	37,779	43,680	43,680	38,992
Total Operations Expenses by Object	**119,273**	**126,510**	**126,161**	**120,121**
Revenues	**70,224**	**122,035**	**74,510**	**37,538**

Human Resources Summary

	Proposed 2015-16 Main Estimates	2014-15 Revised Estimates	2014-15 Main Estimates	2013-14 Actuals
Yellowknife Headquarters	94	95	94	95
Regional / Area Offices	167	167	167	171
Other Communities	37	37	37	36
Total Number of Positions	**298**	**299**	**298**	**302**

KEY ACTIVITY 1 – CORPORATE AND MANAGEMENT SERVICES

Description

The Corporate Services key activity is comprised of the Directorate; Planning, Policy, & Communications; Environmental Affairs, and Corporate Services divisions.

Under the guidance of the Deputy Minister, the Directorate and divisions under this activity provide leadership, planning, and overall management of the department and provides strategic advice and support to the department and Minister.

The Planning, Policy, and Communications division provides services related to strategic business and capital planning, transportation planning, ministerial briefings and support, decision instruments, policy and legislative initiatives, and regulations. The division is also is responsible for the department's communication projects, strategies, and public relations.

The Environmental Affairs division is responsible to monitor regulatory compliance, mitigate the environmental impact of department operations, and lead the department through environmental assessments and regulatory processes for major capital projects.

The Corporate Services division provides department-wide advice and support in financial services, contracts services, information systems, occupational health and safety, records management and Access to Information and Privacy requests. The division also supports a range of DOT human resource initiatives.

Responding to Goals and Priorities of the 17th Legislative Assembly

PRIORITY 1 – BUILDING A STRONG AND SUSTAINABLE FUTURE FOR OUR TERRITORY

1. Description

Strengthening our relationships with Aboriginal and other Northern governments

Major Program and Service Initiatives Planned for 2015-16

The Department of Transportation continues to collaborate with community and Aboriginal governments to improve the transportation system. For example:

- Subject to available federal and GNWT funding, the department will collaborate with Aboriginal land claim organizations to advance the Wrigley to Norman Wells segment of the Mackenzie Valley Highway project through the environmental assessment. DOT is also working with the Gwich'in Tribal Council to collect additional baseline information on the future road from Fort Good Hope to the Dempster Highway.
- DOT and the Tłı̨chǫ government are collaborating on work relating to a Project Description Report to construct a proposed all-weather road to Whatì
- DOT is working to add the 160 km winter road to Wekweètì to the NWT public highway system in response to a Tłı̨chǫ government request

2. Description

Working with our partners to ensure responsible stewardship through our land and resource management regime

Major Program and Service Initiatives Planned for 2015-16

DOT will continue implementing actions under the departmental strategy, *Green Light: Signaling the Department of Transportation's Commitment to the Environment* and will continue to implement related actions, such as:

- Develop a Green House Gas Reduction Plan to improve energy efficiency and conservation initiatives
- Continue the remediation of hazardous sites and environmental liabilities, such as the James Creek Highway Maintenance camp on the Dempster Highway
- Develop an Environmental Management System

PRIORITY 3 – STRENGTHEN AND DIVERSIFY OUR ECONOMY

1. Description

Making strategic infrastructure investments such as the Inuvik Tuktoyaktuk Highway, the Mackenzie Valley Fiber Optic Link, and hydro initiatives

Major Program and Service Initiatives Planned for 2015-16

- A common corridor between the proposed Mackenzie Valley Highway and the Fiber Optic initiative provides an opportunity to partner on information requirements for an environmental assessment
- Construction of the Inuvik Tuktoyaktuk Highway will resume in October 2014 providing jobs and training opportunities for Beaufort Delta residents and prospects for research and development initiatives managing permafrost.

Departmental Highlights

New Building Canada Plan

The federal government's new Building Canada Plan represents significant opportunities for the GNWT to advance economic development and well-being for NWT residents. The Provincial-Territorial component of the plan presents opportunities to invest in core transportation infrastructure leading to economic growth, job creation, increased productivity, and enhance the quality of life in communities all across the NWT. DOT is working with other GNWT infrastructure departments and the federal government to obtain additional program details required to make strategic investments in transportation infrastructure under the new Building Canada Plan.

Infrastructure Funding Partnerships

Funding will be pursued through various federal programs such as the Airport Capital Assistance Program, the federal Department of National Defense for capital needs at the Inuvik Airport,

and Parks Canada for capital needs in Wood Buffalo National Park. As opportunities arise, the department will seek partnerships with industry for improved services on the Mackenzie Valley Winter Road to support developments. Partnership opportunities with CanNor will be pursued to advance the environmental review process relating to the southern section of the Mackenzie Valley Highway.

NWT Multimodal Transportation Strategy

Work is underway to renew the transportation strategy to ensure system needs are evaluated, prioritized, and well documented in a comprehensive, multi-modal transportation strategy. The strategy is being developed with input and engagement with a wide range of stakeholders, including NWT residents, Aboriginal and community governments, MLAs, transportation, air carriers, and industry.

Adapting to Climate Change

The Department will continue to implement recommendations made in the *Climate Change Adaptation Plan* and continue to undertake research into potential implications climate change may have on the transportation system including vulnerability assessments of system components built on permafrost. The department will collaborate with researchers, experts, other jurisdictions, and the Transportation Association of Canada (TAC) to continue leading and participating in the Network of Expertise on Permafrost and Arctic Waters.

Asset Management System

Innovative management systems are necessary to prioritize limited resources and monitor the life cycle of assets, programs and operational and maintenance activities. The department will continue to review, improve, and implement asset management systems to manage the maintenance, repair, and life cycles of equipment and infrastructure to target investments to those areas in greatest need of replacement or rehabilitation and to improve response to operational and maintenance activities.

Addressing Human Resource Pressures

The department will continue implementing *Developing our Greatest Resource: 2010-2014 Human Resources Plan for the Department of Transportation*, which includes investments in technology and training to promote diversity, advancement, recognition, and retention within the DOT workforce and succession planning to address age-related attrition.

NWT Official Languages

The department will implement its French Language Communications and Services Operating Plan 2013-2018. As part of the plan, a French Language Services Officer will be hired to design, coordinate, monitor, and evaluate the implementation of a full range of French language services in accordance with the requirements of the Official Languages Act of the NWT.

Department of Transportation Website

The department's use of the Internet will be enhanced to create efficiencies in disseminating public information. A revised website under development will deliver consistent information in

the NWT Official Languages and secure online client services using a new platform and an intuitive content management system.

Department of Transportation Communications Strategy

The department will develop a formal communications strategy to review, document, and define its communications operating procedures and outline plans for ongoing public information campaigns. The department is expanding its use of social media to enhance the timeliness and efficient, cost-effective delivery of information in response to public requirements.

NWT Road Safety Plan

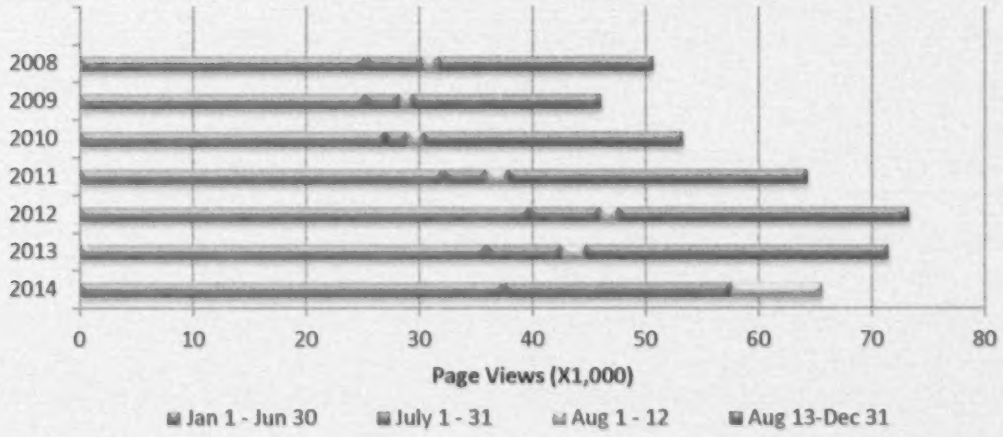
The department is developing a Road Safety Plan as part of *Canada's National Road Safety Strategy 2015*. The safety plan will highlight and direct department initiatives to promote road safety through public education, engineering, regulation, and legislation. The department will review *Drive Alive*, a public awareness campaign promoting safety, to fit within this strategy.

Occupational Health and Safety

The department will modernize the Occupational Health and Safety (OHS) Program Manual and related business processes to comply with regulatory changes. The department will develop new management and reporting tools for DOT's Joint OHS Committees and OHS Representatives. The department will continue to track OHS-related equipment and activities such as employee training, first aid training, logistics, and ergonomics. Work will also continue to address gaps identified by the OHS Scorecard Project. This will help the Department ensure that the OHS Program Manual meets our needs and is being implemented as required to ensure the health and safety of our employees.

Performance Measures

Website analytics: www.dot.gov.nt.ca



KEY ACTIVITY 2 - AIRPORTS

Description

The purpose of the Airports Program is to provide and maintain airport facilities and services, advance economic development opportunities utilizing airport assets and to encourage and support the provision of regular, safe, cost-effective, and reliable air services. The department is responsible for the maintenance, operation, commercial development, rehabilitation, and upgrading of aerodromes.

The Airport Division of the department operates 27 aerodromes in the NWT: one gateway hub in Yellowknife; 2 regional hubs in Norman Wells and Inuvik; 3 regional aerodromes with paved runways, and 21 community aerodromes with gravel runways. Unlike most of Canada, aerodromes in the NWT are critical to the transportation system. With few roads and highways, air transportation is often the only method available for the timely movement of goods and people and an important component for increased intermodal capabilities. Aerodromes are a lifeline for many communities to receive everything from supplies to medical evacuations. The Airports Division remains abreast of air transportation legislation, regulation, policy activities of other governments, trends in air transportation safety, cost, infrastructure technology developments, economic development activities, and opportunities for partnership to finance the improvement of airport infrastructure. There are four areas of program support: Management, Program and Standards, Operations and Facilities.

Departmental Highlights

Airport Infrastructure and Operations

The department will continue to pursue federal funding to renew, rehabilitate, or construct airport infrastructure through the Airport Capital Assistance Program, (ACAP), the new Building Canada Fund, and other opportunities as they develop. A Request for Proposals is being developed for a planning study to inform the design and construction of a new air terminal building in Inuvik. A new ATB in Inuvik is included in *Corridors for Canada III – Building for Prosperity*, the department's strategic infrastructure funding proposal under the new Building Canada Plan. A recent ACAP announcement will lead to new airfield lighting at the Norman Wells Airport.

The department will continue working with aviation partners to maintain close vigilance on technological advancements that warrant changes to infrastructure or operations to improve the level of service. This includes changes in aircraft, challenges associated with changing climates, new navigational technology, and increasing need for meteorological information.

Safety Management System

With the successful integration of Safety Management Systems (SMS) into our regular operations and business practices, the Department will set its goals on continuous improvement through self-audits, compliance checks, training, trend analysis and corrective actions. DOT is continuing to develop and implement best practices to support efficient, effective and sustainable application of this regulatory requirement to provide the best level of

safety at all GNWT airports. Included in this is an enhanced Emergency Exercise program with participation by MACA focused on providing communities with the tools and training needed to effectively and safely respond and care for casualties in any kind of emergency, investment in technology for accurate, efficient and effective reporting, adoption of consolidated and harmonized standards and procedures and operational transparency

Accommodating Increasing Regulatory Requirements

DOT will continue to lobby for future air transportation regulations, policies and funding programs that take into account the special needs and unique challenges in regions and the North. This includes Transport Canada's current runway end safety areas regulation (RESA) which could require improvements to 11 NWT runways, new Aerodromes Standards and Recommended Practices (TP312) and infrastructure programs available for air transportation, such as the ACAP program, to ensure that they are adequately funded and flexible enough to meet the needs of Canada's territories and remote areas. The department will work with GNWT and federal departments by providing input to help streamline regulatory processes and adopt a one size doesn't fit all strategy.

Yellowknife Airport Governance

The department is investigating opportunities to improve management efficiencies at the Yellowknife Airport by reviewing different management options toward the goal of maximizing impact, investment opportunities, and economic benefits.

Airport Runway Vulnerability

The Department, in partnership with Carleton University, developed a vulnerability assessment protocol to determine which runways built on permafrost are most at risk to the impact of climate change, permafrost degradation and sub-surface groundwater movement. Detailed investigations are in progress on the runways at Hay River and Inuvik to better understand the physical conditions affecting runway stability and to develop mitigation procedures to correct deficiencies over the longer term. Technological investments will be considered in equipment to monitor impacts from climate change where feasible to incorporate into infrastructure.

Northern Aviation Scholarship

The department continues to work to expand and improve the transportation system and provide communities with access to economic development and job opportunities. The department will evaluate the Northern Aviation Scholarship Program and identify opportunities to diversify the program criteria to include hard-to-recruit jobs, such as engineers.

Commercial Development Attraction

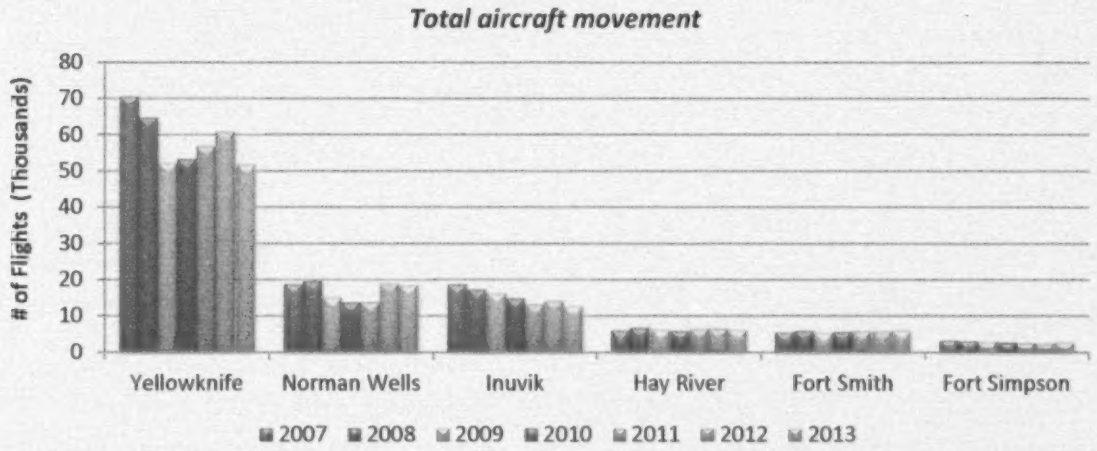
Increased focus will be placed on revenue generating potential in the future planning and development of airport terminals and lands. Recognizing that non-aeronautical revenue (lease/rental) is beginning to overtake aeronautical revenue (landing and other fees), a trend that is being observed in airports worldwide, it is important to position airport infrastructure to encourage economic growth in the NWT and appeal to industry to locate in the NWT. The

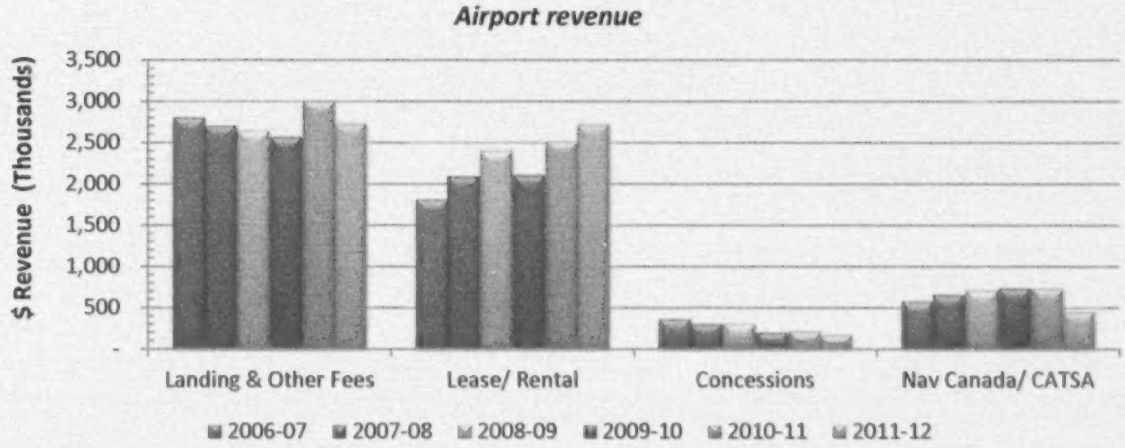
Department will examine opportunities to incorporate development opportunities through partnerships, funding programs, technology and strategic investment in our assets

Legislative Initiative: Public Airports Act

The *Public Airports Act* is being updated and amended to harmonize with the Motor Vehicles Act and other legislation to clarify the responsibility, jurisdiction, and administration of activities relating to vehicle traffic and control on Airport Lands. In addition, the department wishes to clarify the authority and responsibility of the Minister with respect to the disposal of assets on Airport Lands and to increase the maximum term of airport leases to 30 years to encourage economic growth by facilitating the needs of tenants for financing and depreciating leasehold improvements.

Performance Measures





KEY ACTIVITY 3 - HIGHWAYS

Description

The purpose of the Highways Program is to provide highway infrastructure and services to support the provision of safe, reliable, and cost-effective inter-community travel and road transportation services. The department is responsible for operating, maintaining, rehabilitating, and upgrading highway infrastructure.

The NWT highway system consists of approximately 2,200 kilometres of all-weather road and 1,425 kilometres of publicly constructed winter road. It includes 100 bridges, 234 large diameter culverts, and well over 3,000 small culverts. Numerous privately constructed winter roads for oil and gas development and mine re-supply feed into the public system, including a 570-kilometre winter road into the Slave Geologic Province. Seventeen communities are served by all-weather roads and another 11 are served by winter roads. At present, 45 percent of the highway system is paved or chipsealed with another 27 percent having a dust-treated surface.

There are five areas of program support: Management; Structures, Design and Construction; Technical Support, and Operations and Maintenance.

Responding to Goals and Priorities of the 17th Legislative Assembly

PRIORITY 2 – INCREASE EMPLOYMENT OPPORTUNITIES WHERE MOST NEEDED

Reducing dependency on government by encouraging people who are able to enter or remain in the workforce

- Continue to work toward expanding and improving the transportation system to provide communities with access to economic development and job opportunities through projects such as the construction of the Inuvik Tuktoyaktuk Highway.
- Continue working with ECE to coordinate skills training such as driver training, heavy equipment operator training, and apprentice programs for mechanics and cooks.

PRIORITY 3 – STRENGTHEN AND DIVERSIFY OUR ECONOMY

Making strategic infrastructure investments such as the Inuvik Tuktoyaktuk Highway, the Mackenzie Valley Fiber Optic Link, and hydro initiatives

- Continue to construct the Inuvik Tuktoyaktuk Highway as the first phase of the Mackenzie Valley Highway
- Pursue the Mackenzie Valley Highway from Wrigley to Norman Wells as the next step toward a Mackenzie Valley Highway including advancing environmental assessment process and pursuing federal funding support

Developing a socially responsible and environmentally sustainable economic development and mining strategy

- Improvements to increase transportation system reliability, extend seasonal access, connect communities, and support the economic sustainability of industries reliant upon the system
- Continue to assess the economic feasibility, financing and partnership opportunities for constructing a Seasonal Overland Route to access resources in the Slave Geologic Province
- Construct winter access roads to reduce the cost of living in remote communities without all-weather road access
- Partner with the oil and gas industry to increase the capacity of the Mackenzie Valley Winter Road to achieve longer operating seasons
- Continue working on Project Development Report, and evaluating the economic feasibility, financing, and partnership opportunities for an all-weather road from Highway 3 to Whatì to connect communities, access resources, and reduce the cost of living

Departmental Highlights

Highway Infrastructure
The department will continue to pursue federal funding to renew, rehabilitate, or construct highway and marine infrastructure through the new Building Canada Fund and other opportunities as they develop. DOT has proposed an investment of $600 million over ten years in transportation infrastructure under the New Building Canada Fund and summarized in *Corridors for Canada III: Building for Prosperity.*

Mackenzie Valley Winter Road
The department is supporting sustainable economic growth through collaboration with industry and incremental improvements to improve the existing winter road to meet increasing demands on infrastructure due to exploration activity, inter-community travel, re-supply. Major progress has been made to improve the bridge infrastructure supporting the Mackenzie Valley Winter Road. In an effort to achieve a longer operating season, 34 bridges and 3 bridge-culverts of the 40 crossings have been constructed.

Mackenzie Valley Highway to Norman Wells
The department submitted a proposal to Infrastructure Canada, the Mackenzie Valley Highway – Wrigley to Norman Wells including the Bear River Bridge, for consideration under the National Infrastructure Fund and/or the P3 Fund of the New Building Canada Plan. A full business case submission is being developed to support the proposal. DOT is preparing a revised Project Description Report for submission to the Mackenzie Valley Environmental Impact Review Board (MVEIRB) to initiate an environmental assessment (EA) of the proposed extension of all-weather highway from Wrigley to Norman Wells as part of the Mackenzie Valley Highway project.

Inuvik Tuktoyaktuk Highway
This four-year core infrastructure project will promote economic growth, support job creation, increase productivity, generate income, and enhance the quality of life in Canada's north.
The second winter construction season will resume at the end of October 2014 when crews will recommence construction of new grade. The project is providing employment and valuable

training opportunities for residents of the Beaufort-Delta region. Training opportunities will enable apprentices in various trades to earn work-experience hours toward their certification resulting in greater economic mobility.

Ice Road Construction Guide Update

The department is recognized as an industry leader in the construction of ice and winter roads. Recognizing new technology including ground-penetrating radar, DOT is updating its Ice Road Construction Guide to include current technological advancements and recent observations with respect to the effect of climate change on temporary, winter infrastructure.

Seasonal Overland Road

Creating overland access into the Slave Geologic Province increases our economic potential since the region holds substantial prospects for mining development. The department initiated a Corridor Access Study to provide a 'high-level look' at the need and feasibility of a developing a land-based transportation corridor into or through the Slave Geologic Province. The study will investigate routing, level of service, planning phases, financing options, and the role of industry and the governments of Canada and the NWT. A stakeholder engagement panel identified the Corridor Access Study as an action item in the NWT Mineral Development Strategy

Prairie Creek Mine

Canadian Zinc Corporation has received the land use permit for the Prairie Creek Mine Project. An access road to the mine will connect to the Liard Highway 7 approximately at Km 130. The traffic volume is anticipated to increase between Km 0 and Km 130. Thus the department is planning to invest available resources to that section of the highway.

Tłı̨chǫ All-weather Road

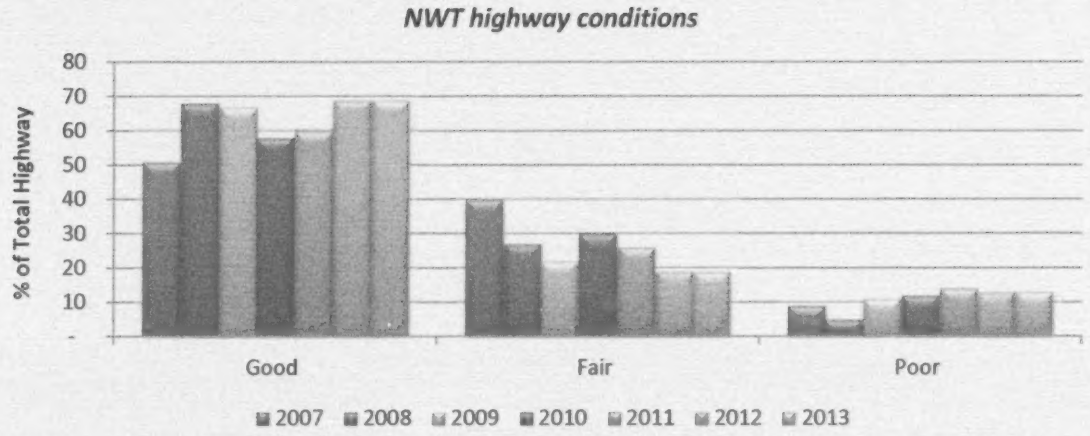
The department is working with the Tłı̨chǫ Government to study the potential development of an all-weather road to Whatì, which would improve mobility and quality of life for Tłı̨chǫ residents and could facilitate the development of the NICO mine. The department is currently investigating the opportunities and benefits of investing in the construction of this proposed all-weather road that is estimated to cost between $50 and $70 million.

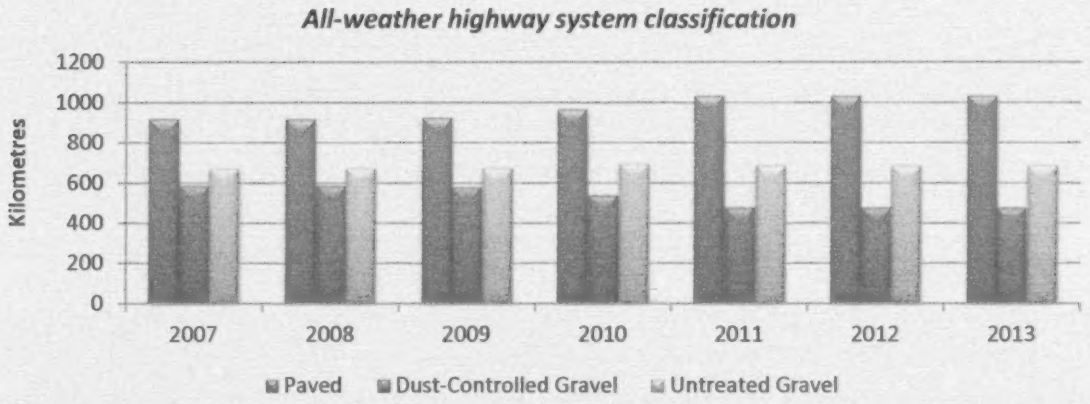
Wekweètì Winter Road

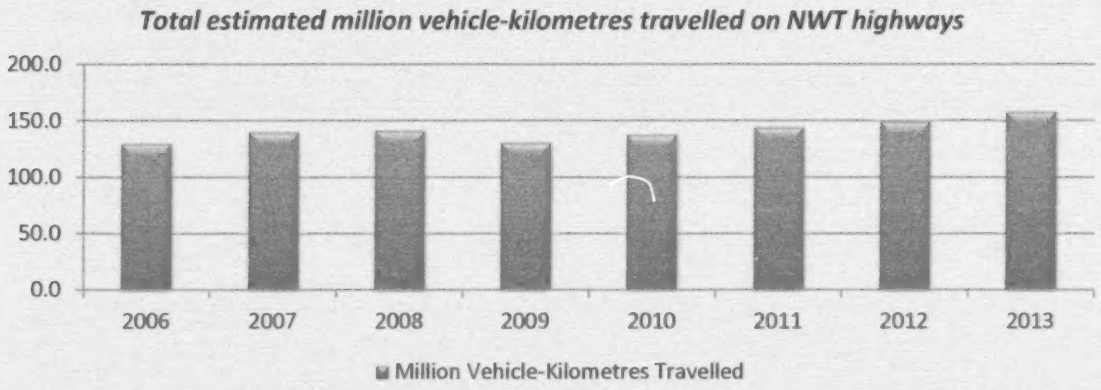
The department will construct a winter resupply route to Wekweètì and officially add this winter road to the Public Highway System.

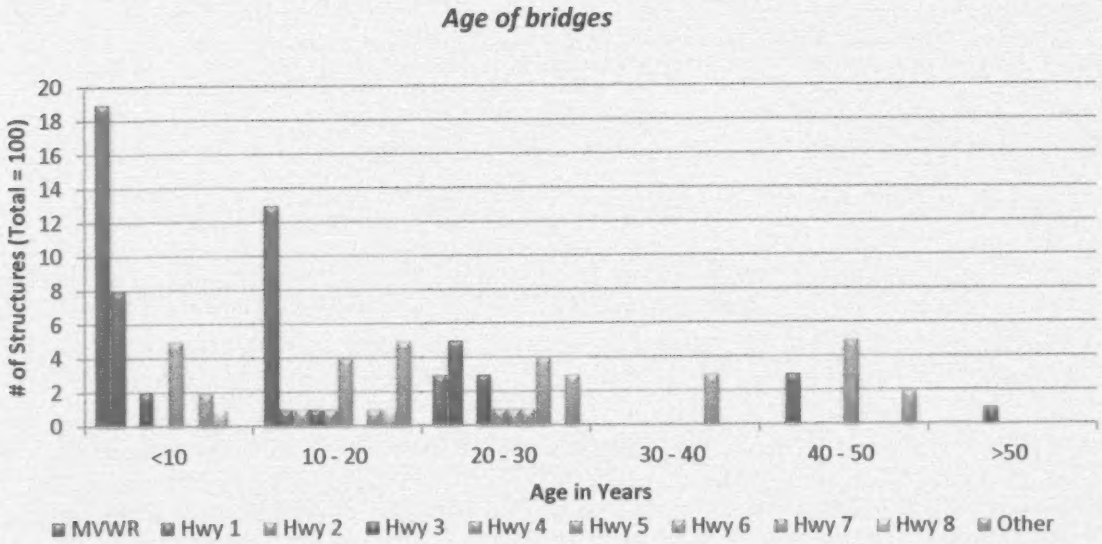
Legislative Initiative: Public Highways Act

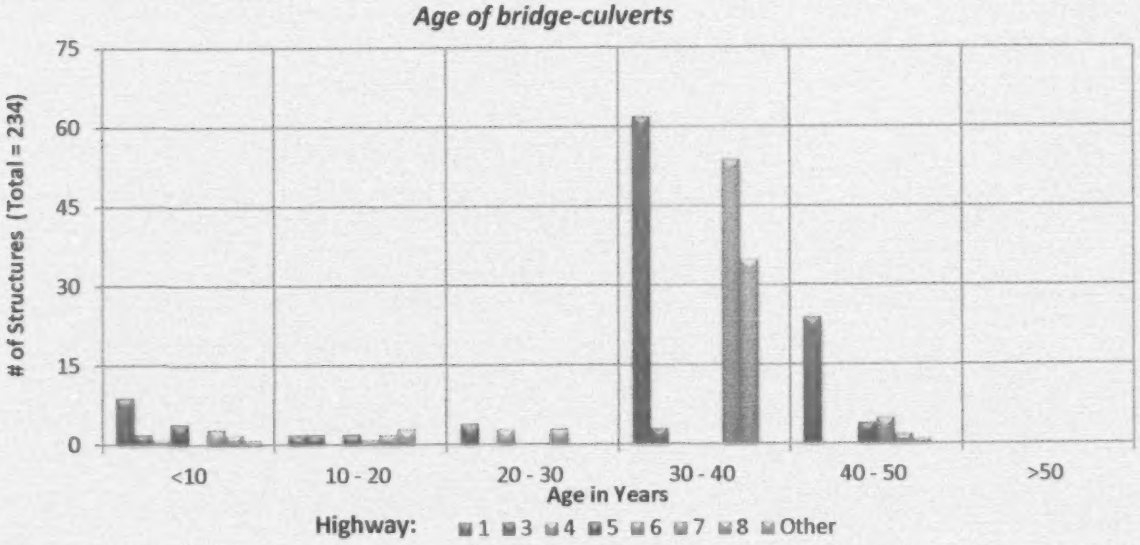
The *Public Highways Act* is in need of minor amendments to clarify the responsibility, control, and administration of activities that take place within the corridors designated as Public Highways. In addition, the Department wishes to clarify the authority and responsibility of the Minister with respect to public verses private roadways.


NWT highway conditions
% of Total Highway
80
70
60
50
40
30
20
10
-
Good
Fair
Poor
2007
2008
2009
2010
2011
2012
2013


All-weather highway system classification
Kilometres
1200
1000
800
600
400
200
0
2007
2008
2009
2010
2011
2012
2013
Paved
Dust-Controlled Gravel
Untreated Gravel


Total estimated million vehicle-kilometres travelled on NWT highways
200.0
150.0
100.0
50.0
0.0
2006
2007
2008
2009
2010
2011
2012
2013
Million Vehicle-Kilometres Travelled


Age of bridges
# of Structures (Total = 100)
20
18
16
14
12
10
8
6
4
2
0
<10
10 - 20
20 - 30
30 - 40
40 - 50
>50
Age in Years
MVWR
Hwy 1
Hwy 2
Hwy 3
Hwy 4
Hwy 5
Hwy 6
Hwy 7
Hwy 8
Other


Age of bridge-culverts
# of Structures (Total = 234)
75
60
45
30
15
0
<10
10 - 20
20 - 30
30 - 40
40 - 50
>50
Age in Years
Highway:
1
3
4
5
6
7
8
Other

KEY ACTIVITY 4 - MARINE

Description

The Department of Transportation provides safe, reliable, effective, and environmentally responsible ferry services at four river crossings where the all-weather highway intersects the waterways. The department is responsible for the maintenance, operation, and continual improvements of five vessels and their support facilities, a diverse fleet that operates under harsh conditions. Responsibilities also include maintaining a close watch over federal policy activity and changes. There are three areas of program support: Management, Maintenance, and Refits and Operations.

Departmental Highlights

Regulatory Compliance

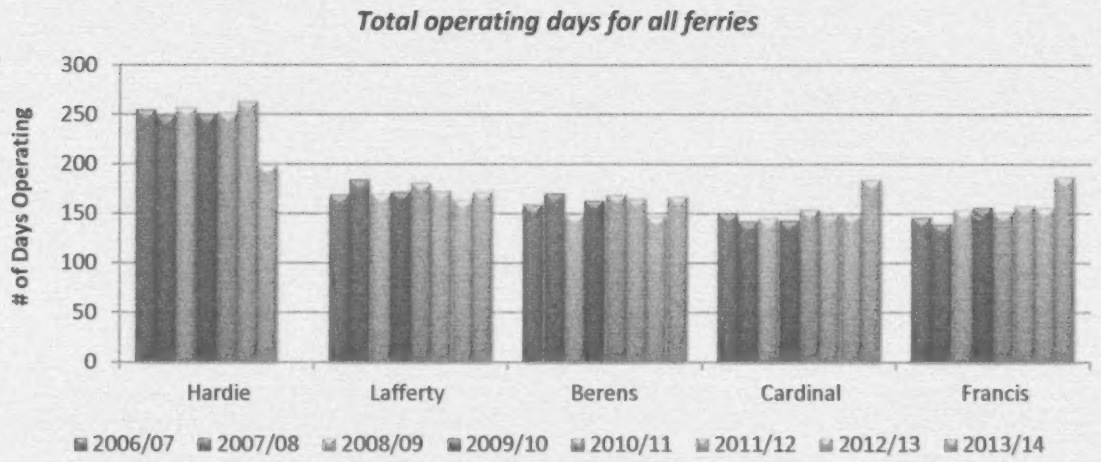
Investments in technology and innovation are being driven by changing regulatory requirements relating to the use of granular materials at the ferry landing sites, a new requirement for real time passenger information, and increased fuel efficiency. To address these requirements, the department is implementing an extensive five-year Local Area Monitoring Plan for the Dempster ferry system, an online passenger tracking system, and ferry landing upgrades.

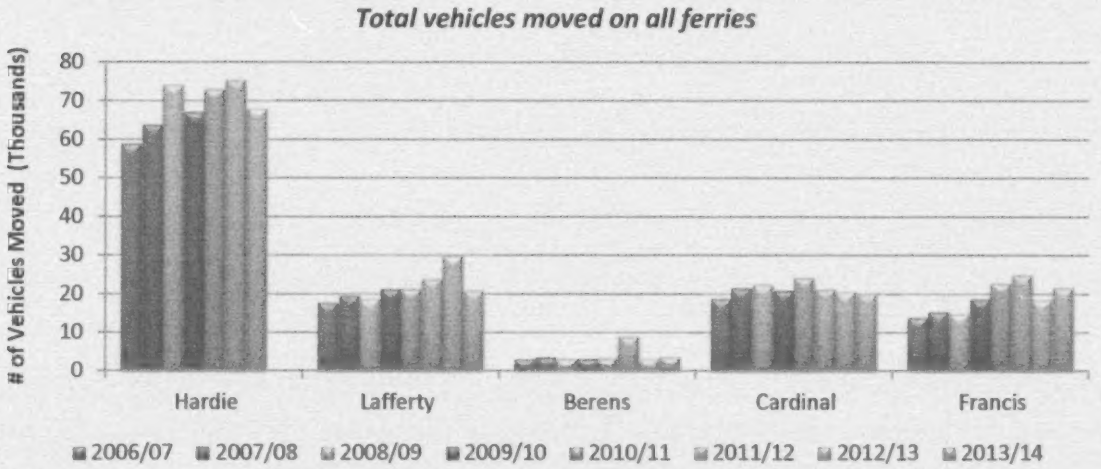
Marine Training Program

DOT supports the development of local individuals to access marine-related jobs in or near their communities. The department will look at expanding the training program to more individuals from the Mackenzie Delta subject to availability of funds.

Dempster Ferries and Ice Bridges

The department will extend the operating season of ferries on the Dempster Highway in 2015/16 to minimize traffic interruption during the accelerated construction of ice crossings. The Department is enhancing conventional ice auger flooding techniques with ice-spray technology to accelerate the construction of the ice crossings on the Peel and Mackenzie Rivers along the Dempster Highway. The extended operating season supports community resupply of goods and commodities and contributes to lowering the cost of living in the region.


Total operating days for all ferries
# of Days Operating
300
250
200
150
100
50
0
Hardie
Lafferty
Berens
Cardinal
Francis
2006/07
2007/08
2008/09
2009/10
2010/11
2011/12
2012/13
2013/14


Total vehicles moved on all ferries
# of Vehicles Moved (Thousands)
80
70
60
50
40
30
20
10
0
Hardie
Lafferty
Berens
Cardinal
Francis
2006/07
2007/08
2008/09
2009/10
2010/11
2011/12
2012/13
2013/14

KEY ACTIVITY 5 - COMMUNITY ACCESS PROGRAM

Description

The Community Access Program provides financial contributions and technical assistance to rural and remote communities for the construction and maintenance of community access roads and local boating facilities to support local recreation, subsistence harvesting activities, and for winter road access to granular deposits. Community access roads include public roads or trails offering all-weather or seasonal access, connecting communities to nearby public locations such as recreational sites, camps, archaeological sites, local resources, and access to fishing, hunting and tourism opportunities.

The program is application-based and funding is allocated to communities based on the merit of the project proposals and level of community support. The department works to maximize the total number of communities and the number of rural and remote communities receiving contributions. Community involvement, community benefit, cost, and mitigation of potential environmental impacts are considered within the evaluation of project proposals.

Performance Measures

Community Access Program 2013/14

Region	Community	Project Description
Inuvik	Tsiigehtchic	Winter Ice Road – Arctic Red River
	Aklavik	Willow River Bridge Project
	Aklavik	Winter Ice Road to Fort McPherson
	Fort McPherson	Winter Ice Road to Aklavik
	Fort McPherson	ATV Trail - 8 Miles to Head of Rat River Area
	Fort McPherson	Trail Brushing
	Colville Lake	ATV Trail
	Paulatuk	Extension of Rat Lake Access Road
Sahtu	Tulita	Cutting/Clearing Access - Willow Lake Camp
	Tulita	Trail Construction - Old Fort Point Trails
	Déline	Gray Goose Dock & Boat Launch
	Déline	Phase 4 K'atu Trail/ Taitu Road
	Fort Good Hope	Fiddlestick Trails Project
	Déline	14-Mile Ice Road to Whiskey Jack Point
North Slave	Behchoko	Winter Ice Road Connector (4 KM)
South Slave	Fort Smith	Grande de Tour Winter Road
	Fort Resolution	Access Road to Little Buffalo River & Boat Launch/Big Eddie
	Hay River	Porritt Landing Marina Improvements
	Hay River	K'atlodeeche First Nation - Road to Sandy Creek
	Salt River First Nation	Plowing 2KM Road to Thebacha Village
Deh Cho	Willow River	Highland Lake Access Route

KEY ACTIVITY 6 - ROAD LICENSING AND SAFETY

Description

The Road Licensing and Safety Division (RL&S) ensures the protection of public safety and the environment in areas of private and commercial transportation. The division is responsible for driver testing, issuing vehicle registration and driver's licenses, and inspecting all commercial vehicles operating on the territorial transportation network. The department also administers the *All-Terrain Vehicles Act*, which delegate's authority to municipalities to enact bylaws relating to all-terrain vehicles. The department establishes and enforces the *Acts*, regulations, and safety codes that apply to drivers and motor vehicles including commercial motor carriers. The department also ensures compliance with national policies and initiatives. It is responsible to research trends in highway transportation safety, technology development, and future opportunities for partnerships to ensure regulatory harmonization, implementation of new ideas, and to ensure all drivers and vehicles are safe to share the roadways.

Commercial vehicle enforcement is undertaken at permanent weigh scales located at Enterprise on the Mackenzie Highway and near Inuvik on the Dempster Highway. The department operates a weigh in motion scale (WIM) on Highway 3 south of Fort Providence; a self-weigh scale at Fort Simpson, and a mobile weigh scale and inspection unit used by enforcement officers on patrol throughout the territory. There are three areas of program support: Management, Driver and Vehicle Licensing, and Transport Compliance.

Departmental Highlights

Partners in Compliance (PIC)

The Department is partnering with Alberta Transportation to adopt the Partners in Compliance Program (PIC), a motor carriers' safety program that rewards commercial carriers with exemplary safety records by allowing them to bypass weigh scales. Information shared through PIC provides Highway Transport Officers the opportunity to concentrate enforcement efforts on commercial carriers with lesser safety ratings. The program is designed to reduce incidents and collisions through diligent, ongoing self-maintenance practices, thereby reducing the financial and human costs associated with them.

Online Driver and Motor Vehicle Licensing

The department continues to enhance the driver and motor vehicle (DMV) services available online including email notifications, reminders for expiring documents, access to existing documents, schedule appointments, and book driver exams. In coming years, DMV services will offer the option to renew and/or replace lost drivers licences and general identification cards and numerous commercial vehicle services. The DMV system will be integrated with the System for Accountability & Management (SAM), the financial system for the GNWT.

High Risk Driver Program

The department is developing a High-Risk Drivers Program (HRDP) to identify and penalize high-risk driving behavior through license suspensions and remedial education. The program will

operate under the principle of progressive discipline, whereby remedial and punitive measures increase with the severity and frequency of offences. Remedial or educational efforts to reform high-risk drivers will focus on behaviour modification.

NWT Identification Card

The department is analyzing the advantages of having the NWT health care card and General Identification Card combined into one card to determine if such an approach would be suitable for the Northwest Territories. Elections NWT is also interested in additional promotion of the NWT Identification Card for election identification purposes.

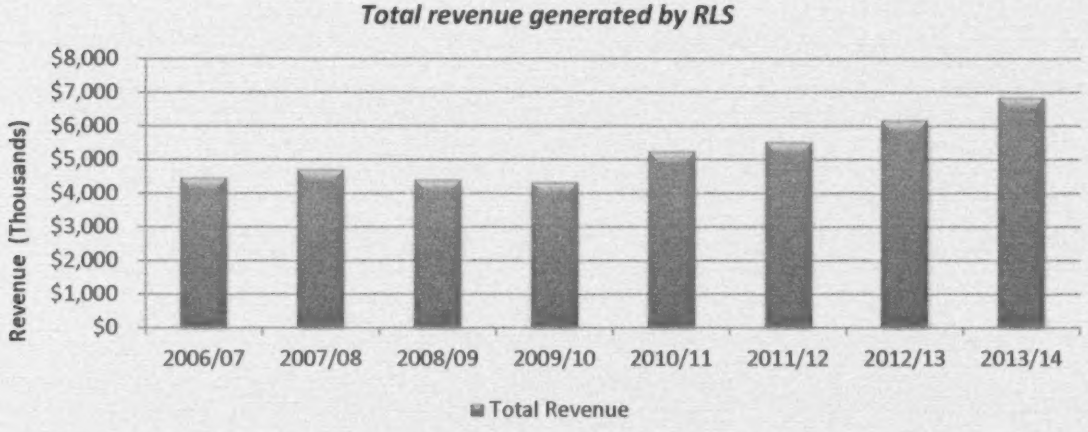
Legislative Initiative - *Motor Vehicles Act*

The department is committed to ensuring legislation remains current and modernized to address changes and best practices, improve safety, and assist staff and peace officers in the administration and enforcement of motor vehicle-related programs. The department is considering a proposal to update the drinking and driving provisions within the Act.

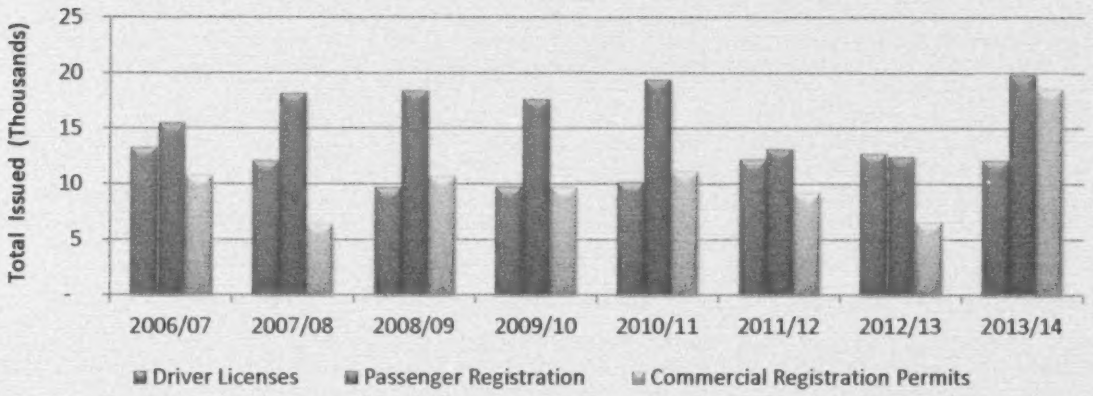
Legislative Initiative – *Deh Cho Bridge Act*

The department will ensure an adequate statutory framework is in place to support the administration and operation of the Deh Cho Bridge. A Legislative Initiative will be proposed to strengthen enforcement of the toll system, streamline budget reporting requirements, and simplify procedures for making inflationary adjustments to toll amounts.

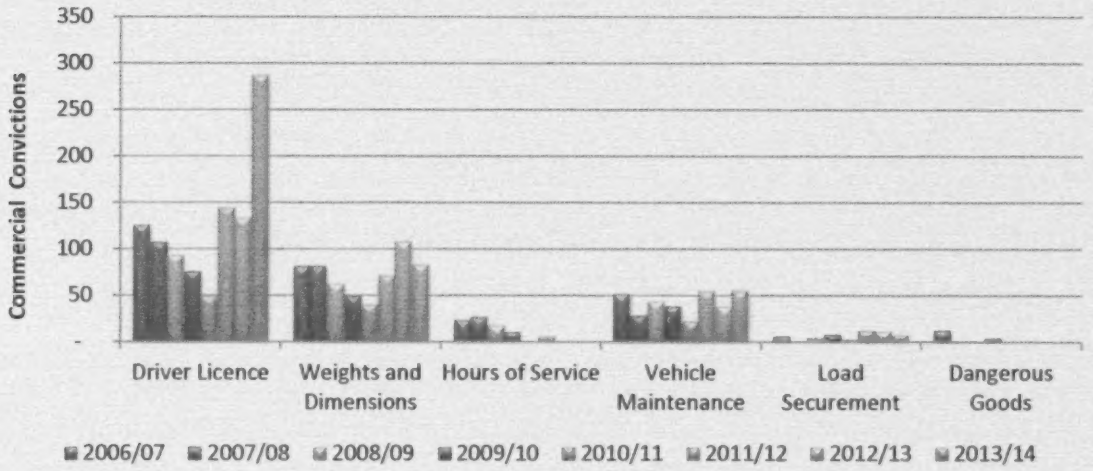
Performance Measures



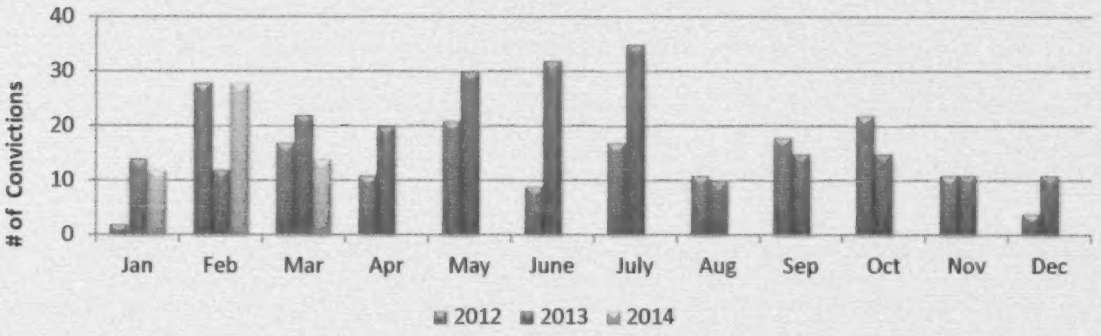
Total licenses, passenger registrations, and commercial registration permits issued

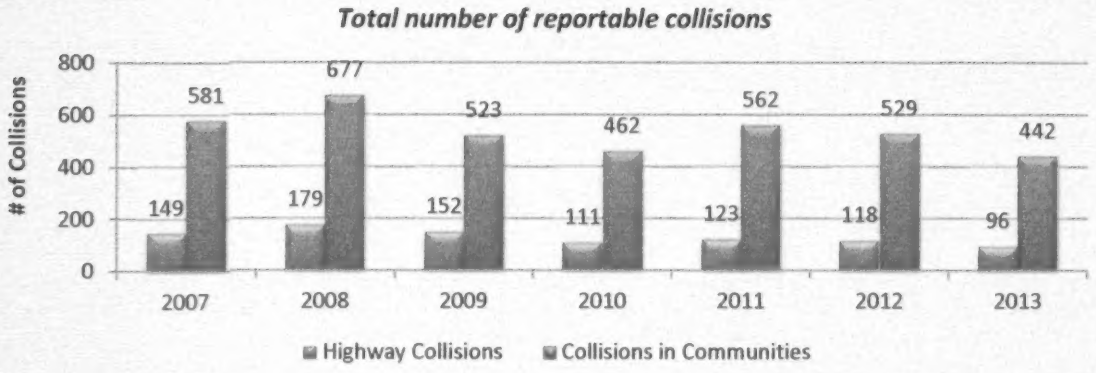


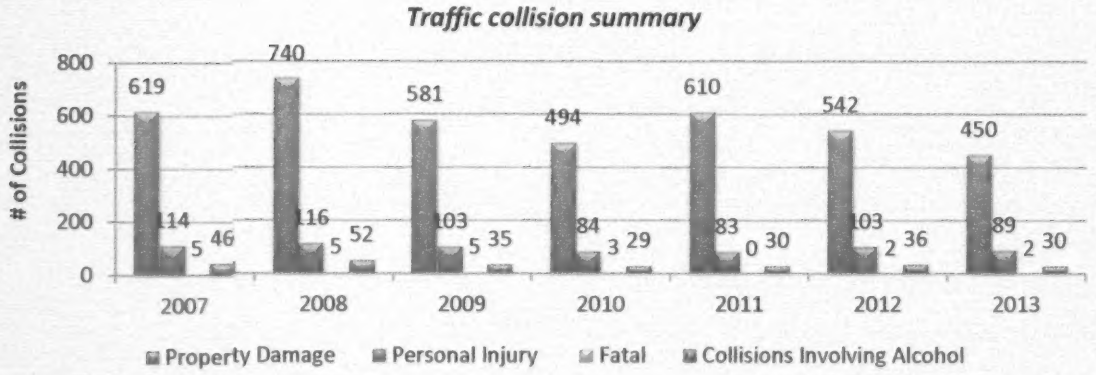
Commercial transport convictions under the Motor Vehicles Act and related regulations



Distracted driving convictions




Total number of reportable collisions
# of Collisions
800
600
400
200
0
149
581
179
677
152
523
111
462
123
562
118
529
96
442
2007
2008
2009
2010
2011
2012
2013
Highway Collisions
Collisions in Communities


Traffic collision summary
# of Collisions
800
600
400
200
0
619
114
5
46
740
116
5
52
581
103
5
35
494
84
3
29
610
83
0
30
542
103
2
36
450
89
2
30
2007
2008
2009
2010
2011
2012
2013
Property Damage
Personal Injury
Fatal
Collisions Involving Alcohol

APPENDICES

Transportation

Appendix I - Financial Information

Schedule 1 - Operations Expense Summary

Schedule 2 - Explanation of Proposed Adjustments to Operations Expenses in 2015-16

Schedule 3 - Major Revenue Changes: 2014-15 Main Estimates to 2015-16 Business Plan

Schedule 4 - Proposed Adjustments to Grants, Contributions & Transfers: 2014-15 Main Estimates to 2015-16 Business Plan

Appendix II - Human Resources Reconciliation

Schedule 1 - Position Changes: 2014-15 Main Estimates to 2015-16 Business Plan

Schedule 2 - Human Resources Statistics

Appendix III - Infrastructure Investments

Operations Expense Summary

Schedule 1

(thousands of dollars)

	2014-15 Main Estimates	PROPOSED ADJUSTMENTS: Sunsets	Initiatives	* Forced Growth	Internal Transfers	** Inter-Departmental Transfers and Other Adjustments	Amortization	2015-16 Business Plan
Corporate Services								
Management	**711**			19	110	(4)		**836**
Information Systems	**2,492**	(170)	2	41	16	(17)		**2,364**
Finance	**1,599**			27	(5)	(83)		**1,538**
Occupational, Health & Safety	**142**			4				**146**
Employee Benefits	**974**			-				**974**
Regional Management	**2,155**			73	(33)	(4)		**2,191**
Contracts	**373**			11	41			**425**
Policy & Planning	**1,605**	(200)	161	35	(8)	(12)		**1,581**
Environment	**597**			12	(1)	(4)		**604**
Public Affairs & Communications	**347**			9		(50)		**306**
Amortization	**22**						(22)	**-**
Total Activity	**11,017**	**(370)**	**163**	**231**	**120**	**(174)**	**(22)**	**10,965**
Marine								
Management	**1,169**			55	(3)			**1,221**
Maintenance & Refits	**951**				(16)			**935**
Operations	**4,213**			5		(250)		**3,968**
Amortization	**900**						(237)	**663**
Total Activity	**7,233**	**-**	**-**	**60**	**(19)**	**(250)**	**(237)**	**6,787**
Highways								
Management	**656**			19	(3)	(30)		**642**
Winter Roads	**6,067**			521		(133)		**6,455**
Infrastructure	**8,656**			145	(15)	(3)		**8,783**
Operations	**20,332**			1,050	(13)	(400)		**20,969**
Amortization	**33,250**						(3,015)	**30,235**
Total Activity	**68,961**	**-**	**-**	**1,735**	**(31)**	**(566)**	**(3,015)**	**67,084**
Airports								
Management	**644**			20	(11)	(3)		**650**
Program Development	**2,341**			289	(14)	(10)		**2,606**
Operations	**14,193**			294	(36)			**14,451**
Facilities	**6,312**	(2,350)		50		(48)		**3,964**
Amortization	**8,700**						(2,538)	**6,162**
Total Activity	**32,190**	**(2,350)**	**-**	**653**	**(61)**	**(61)**	**(2,538)**	**27,833**
Road Licensing and Safety								
Management	**296**			8				**304**
Safety and Regulations	**2,145**			42	(3)	(29)		**2,155**
Transport Compliance Section	**2,511**			42	(7)	(21)		**2,526**
Amortization	**800**						(89)	**711**
Total Activity	**5,752**	**-**	**-**	**92**	**(10)**	**(50)**	**(89)**	**5,696**
Community Access Program								
Community Access Roads	**1,000**					(100)		**900**
Amortization	**8**							**8**
	1,008	**-**	**-**	**-**	**-**	**(100)**	**-**	**908**
TOTAL DEPARTMENT	**126,161**	**(2,720)**	**163**	**2,771**	**(0)**	**(1,201)**	**(5,901)**	**119,273**

** Forced Growth amounts include Collective Bargaining increases.*

*** This category includes departmental reductions.*

(thousands of dollars)

		PROPOSED ADJUSTMENTS					
	Explanation of Proposed Adjustments	Sunsets	Initiatives	* Forced Growth	Internal Transfers	** Inter-Departmental Transfers and Other Adjustments	Amortization
Corporate Services							
Management	Collective Agreement			19			
	General reduction in travel and contract services					(4)	
	Internal budget re-alignment to reflect actuals				110		
Information Systems	Driver and Vehicle System - Licenses	(170)					
	French Language Services - TSC chargebacks		2				
	Collective Agreement			32			
	System upgrade for RLS regulatory requirements			9			
	Internal re-alignment for TSC chargebacks				16		
	General reduction in travel and contract services					(17)	
Finance	Collective Agreement			27			
	Internal budget re-alignment adjustment				(1)		
	FSS Implementation - Collective Bargaining					(3)	
	Internal budget re-alignment adjustment				(4)		
	Reduction of one Apprentice position					(80)	
Occupational Health & Safety	Collective Agreement			4			
Regional Management	Collective Agreement			73			
	Internal budget re-alignment adjustment				(4)		
	FSS Implementation - Collective Bargaining					(4)	
	Internal budget re-alignment adjustment				(29)		
Contracts	Collective Agreement			11			
	Internal re-alignment for CRRS chargebacks				41		
Policy & Planning	Mineral Development Strategy	(200)					
	Collective Agreement			35			
	Internal budget re-alignment adjustment				(1)		
	Internal budget re-alignment adjustment				(3)		
	Internal budget re-alignment adjustment				(4)		
	General reduction in travel and contract services					(12)	
Environment	Collective Agreement			12			
	General reduction in travel and contract services					(4)	
	Internal budget re-alignment adjustment				(1)		
Public Affairs & Communications	Collective Agreement			9			
	Partial Reduction - Drive Alive Program					(50)	
	French Language Services - salaries/O&M		161				
Amortization	Assets fully amortized						(22)
		(370)	**163**	**231**	**120**	**(174)**	**(22)**
Marine							
Management	Collective Agreement			55			
	Internal budget re-alignment adjustment				(3)		
Maintenance & Refits	Internal budget re-alignment adjustment				(16)		
Operations	Collective Agreement			5			
	Reduction to Inuvik/Fort Simpson Marine Program					(250)	
Amortization	Assets fully amortized / revised estimate						(237)
		-	-	**60**	**(19)**	**(250)**	**(237)**
Highways							
Management	Collective Agreement			19			
	Internal budget re-alignment adjustment				(3)		
	General reduction to travel and contracts					(30)	
Winter Roads	Tli Cho winter road construction			35			
	Inuvik winter road construction			391			
	Wekweti winter road construction & Maintenance			95			
	Reduction to Inuvik Winter Roads Program					(133)	
Infrastructure	Collective Agreement			145			
	Internal budget re-alignment adjustment				(1)		
	FSS Implementation- Collective Bargaining					(3)	
	Internal budget re-alignment adjustment				(7)		
	Internal budget re-alignment adjustment				(7)		

(thousands of dollars)

		PROPOSED ADJUSTMENTS					
	Explanation of Proposed Adjustments	Sunsets	Initiatives	* Forced Growth	Internal Transfers	** Inter-Departmental Transfers and Other Adjustments	Amortization
Operations	Dempster Highway maintenance contract (km 0-142)			201			
	Highways (& Airports) maintenance contracts			42			
	Highway 8 maintenance contract (km178-272)			736			
	Reduction (Hwy 3 maint., Granular, Materials/Supplies)			71			
	Internal budget re-alignment adjustment					(400)	
	Internal budget re-alignment adjustment				(10)		
					(3)		
Amortization	Assets fully amortized / revised estimate						(3,015)
		-	-	1,735	(31)	(566)	(3,015)
Airports							
Management	Collective Agreement			20			
	Internal budget re-alignment adjustment				(3)		
	FSS Implementation- Collective Bargaining					(3)	
	Internal budget re-alignment adjustment				(8)		
Program Development	Collective Agreement			47			
	Electronic Runway Condition Reporting System			242			
	Internal budget re-alignment adjustment				(14)		
	Partial reduction to Aviation Career Dev Prg					(10)	
Operations	Collective Agreement			232			
	Highways & Airports maintenance contracts			62			
	Internal budget re-alignment adjustment				(34)		
	Internal budget re-alignment adjustment				(2)		
Facilities	Inuvik Airport Runway - dip repairs	(2,350)					
	Collective Agreement			50			
	Reduction - Airport Facilities Maintenance					(48)	
Amortization	Assets fully amortized / revised estimate						(2,538)
		(2,350)	-	653	(61)	(61)	(2,538)
Road Licensing and Safety							
Management	Collective Agreement			8			
Safety and Regulations	Collective Agreement			42			
	Internal budget re-alignment adjustment				(3)		
	Reduction- On-line Services O&M savings					(29)	
Transport Compliance Section	Collective Agreement			42			
	Internal budget re-alignment adjustment				(6)		
	Internal budget re-alignment adjustment				(1)		
	Reduction - MVWR vehicle inspections					(21)	
Amortization	Assets fully amortized / revised estimate						(89)
		-	-	92	(10)	(50)	(89)
Community Access Program							
Community Access Roads	Partial Reduction to Community Access Prg					(100)	
		-	-	-	-	(100)	-
TOTAL DEPARTMENT		(2,720)	163	2,771	-	(1,201)	(5,901)

** Forced Growth amounts include Collective Bargaining increases.*

*** This category includes departmental reductions.*

(thousands of dollars)

	PROPOSED ADJUSTMENTS				
	2014-15 Main Estimates	2015-16 Business Plan	Increase (Decrease) Proposed	Increase (Decrease) %	Explanation of Increases (Decreases) that are 10% or Greater
TRANSFER PAYMENTS					
Capital Transfers					
Inuvik Tuktoyaktuk Highway	46,000	51,375	5,375	**11.7**	As per the ITH Project's current approved cashflow with the federal government
Building Canada Plan	11,700	-	(11,700)	**(100.0)**	2013-14 was the final year for the Building Canada Plan Program. Agreement not yet finalized for the new Build Canada Plan Program.
Transport Canada (ACAP)	-	1,479	1,479	-	Norman Wells Airfield Lighting project to be fully funded by Transport Canada.
	57,700	**52,854**	**(4,846)**	**(8.4)**	
GENERAL REVENUES					
Regulatory Revenue					
Airports - Landing & Other Fees	3,265	2,973	(292)	**(8.9)**	
Road Licensing & Safety - Fees	144	288	144	**100.0**	To align budget with prior year actual results
Road Licensing & Safety - Licenses	549	563	14	**2.6**	
Road Licensing & Safety - Permits	345	351	6	**1.7**	
Road Licensing & Safety - Toll Permits	4,010	3,900	(110)	**(2.7)**	
Road Licensing & Safety - Registrations	4,420	4,623	203	**4.6**	
Road Licensing & Safety - Exams & Certifications	245	211	(34)	**(13.9)**	To align budget with prior year actual results
Lease					
Airports - Lease/Rental Revenue	2,680	3,229	549	**20.5**	To align budget with prior year actual results. To also recognize that some leases will be renewed at Fair Market Value in 15-16.
Program					
Parks Canada - Wood Buffalo National Park	130	130	-	**0.0**	
Nav Canada Occupancy Agreement	607	676	69	**11.4**	was an increase in utilities cost recoveries in the prior year.
CATSA Agreement - YK Airport HBS	127	127	-	**0.0**	
Government of Nunavut / Industry - Aviation Career Development Program	-	24	24	-	To align budget with prior year actual results.
Service and Miscellaneous					
Airports - Concessions	158	145	(13)	**(8.2)**	
Corporate Services - Administration Fees	130	130	-	**0.0**	
	16,810	**17,370**	**560**	**3.3**	
TOTAL REVENUE	**74,510**	**70,224**	**(4,286)**	**(5.8)**	

(thousands of dollars)

	Explanation of Proposed Adjustments	2014-15 Main Estimates	PROPOSED ADJUSTMENTS					2015-16 Business Plan
			Sunsets	Initiatives	* Forced Growth	Internal Transfers	Inter-Departmental Transfers and Other Adjustments	
Highways								
Deh Gah Bridge Limited Grant	No change	200	-	-	-	-	-	200
		200	-	-	-	-	-	200
Airports								
Aviation Program Bursary Assis	Budget Reducton	30	-	-	-	-	(10)	20
		30	-	-	-	-	(10)	20
Community Access Program								
Local Community Roads	Budget Reduction	980	-	-	-	-	(100)	880
		980	-	-	-	-	(100)	880
TOTAL DEPARTMENT		1,210	-	-	-	-	(110)	1,100

Position Changes: 2014-15 Main Estimates to 2015-16 Business Plan

Schedule 1

		REGION / AREA							
	Community	Yellowknife / HQ	North Slave	Tli Cho	South Slave	Deh Cho	Sahtu	Beaufort-Delta	TOTAL
2014-15 Main Estimates		94	55	7	60	52	10	20	298
Restatements		-	-	-	-	-	-	-	-
2014-15 Restated Main Estimates		94	55	7	60	52	10	20	298
Sunsets		-	-	-	-	-	-	-	-
Initiatives									
Corporate Services									
French Language Communications and Services Officer	Yellowknife	1	-	-	-	-	-	-	1
		1	-	-	-	-	-	-	1
Forced Growth		-	-	-	-	-	-	-	-
Internal Transfers		-	-	-	-	-	-	-	-
Interdepartmental Transfers and Other Adjustments									
Airports									
Budget Reduction- Apprenticeship Position 00010469	Yellowknife	(1)	-	-	-	-	-	-	(1)
		(1)	-	-	-	-	-	-	(1)
Increase (decrease)		-	-	-	-	-	-	-	-
Total 2015-16 Business Plan		94	55	7	60	52	10	20	298

	2014-15	%	2013-14	%	2012-13	%	2011-12	%
All Employees	**266**	**100.0%**	**266**	**100.0%**	**263**	**100.0%**	**272**	**100.0%**
Indigenous Employees	151	56.8%	152	57.1%	146	55.5%	154	56.6%
Aboriginal	99	37.2%	99	37.2%	94	35.7%	101	37.1%
Non-Aboriginal	52	19.5%	53	19.9%	52	19.8%	53	19.5%
Non-Indigenous Employees	115	43.2%	114	42.9%	117	44.5%	118	43.4%
Male	204	76.7%	205	77.1%	206	78.3%	211	77.6%
Female	62	23.3%	61	22.9%	57	21.7%	61	22.4%
Senior Management	**11**	**4.1%**	**12**	**4.5%**	**10**	**3.8%**	**10**	**3.7%**
Indigenous Employees	2	18.2%	2	16.7%	1	10.0%	1	10.0%
Aboriginal	2	18.2%	2	16.7%	1	10.0%	1	10.0%
Non-Aboriginal	-	0.0%	-	0.0%	-	0.0%	-	0.0%
Non-Indigenous Employees	9	81.8%	10	83.3%	9	90.0%	9	90.0%
Male	9	81.8%	10	83.3%	8	80.0%	8	80.0%
Female	2	18.2%	2	16.7%	2	20.0%	2	20.0%
Non-Traditional Occupations	**150**	**56.4%**	**150**	**56.4%**	**151**	**57.4%**	**146**	**53.7%**
Indigenous Employees	92	61.3%	93	62.0%	91	60.3%	90	61.6%
Aboriginal	63	42.0%	63	42.0%	60	39.7%	62	42.5%
Non-Aboriginal	29	19.3%	30	20.0%	31	20.5%	28	19.2%
Non-Indigenous Employees	58	38.7%	57	38.0%	60	39.7%	56	38.4%
Male	143	95.3%	143	95.3%	144	95.4%	142	97.3%
Female	7	4.7%	7	4.7%	7	4.6%	4	2.7%

Airports

Air terminal building midlife rehabilitation - 20-30 m^2 expansion and mechanical upgrade (Déline)

Crawl tractor – new tractor (Inuvik)

Line marker – new line marker for runway marking (Yellowknife)

Line marker – new line marker for runway marking (Norman Wells)

Parking garage midlife rehabilitation upgrade – 140 m^2 parking garage upgrade: overhead doors, furnace, fixtures, flooring, paint, roof (Aklavik)

Plow truck – new plow truck (Ft Smith)

Runway stabilization – EK35 application (various)

Sander – new sander for runway sanding (Inuvik)

Snow blower attachment – 600t/h snow blower attachment (Norman Wells)

Snow blower – new 600 t/h snow blower (Hay River)

Tractor – new tractor (Yellowknife)

Norman Wells Airfield Lighting Rehabilitation (ACAP)

Marine

Johnny Berens main engines/ gear boxes – Replace engines to meet pollution requirements (Ft Simpson)

MV Lafferty generator – replace generator to meet pollution requirements (Ft Simpson)

Peel River slipway upgrade – convert from wooden slipways to airbags (Ft McPherson)

Highways

James Creek Maintenance Camp – 4 bay garage planning study (Ft McPherson)

Prelude East access road – access road reconstruction from km 0 to 2 (Yellowknife)

Enhanced safety operations – install intersection lighting, improve horizontal & vertical alignments, rumble strips (various)

Highway 7 - highway grade repairs, surfacing, safety improvements, rehabilitation (various)

Highway mobile equipment – mobile equipment replacement (various)

Highways culverts, bridges, chipseal – rehabilitate culverts, bridges, chipseal (various)

Inuvik Tuktoyaktuk Highway – all weather highway construction resumes (various)

Road Licensing and Safety

Road and Weather Information System – Highway 8 near the James Creek camp (various)

Self weigh scale and site – upgrade (Ft Liard)

MVIS online services – online service enhancement DRIVES (various)